

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT		1. CONTRACT ID CODE		PAGE 1 OF 1			
2. AMENDMENT/MODIFICATION NO 0001		3. EFFECTIVE DATE 5/26/11		4. REQUISITION/PURCHASE REQ NO.			
6. ISSUED BY CODE		5. PROJECT NO (If applicable)					
FAA, MIKE MONRONEY AERONAUTICAL CENTER Aviation, Medical, & Training Team (AMQ-310) P O BOX 25082 OKLAHOMA CITY OK 73125		7. ADMINISTERED BY (If other than Item 6) CODE					
		8. NAME AND ADDRESS OF CONTRACTOR (No., street, county, State and ZIP Code) (ALL OFFERORS)					
					(X) 9A. AMENDMENT OF SOLICITATION NO DTFAAC-11-R-01966		
					9B. DATED (SEE ITEM 11) 5/10/11		
		10A. MODIFICATION OF CONTRACT/ORDER					
		10B. DATED (SEE ITEM 13)					
CODE		FACILITY CODE					
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS							
(x)The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers [] is extended, [xx] is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning [1] copy of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.							
12. ACCOUNTING AND APPROPRIATION DATA (If required)							
A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.							
B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES(such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b)							
C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:							
D. OTHER (Specify type of modification and authority)							
E. IMPORTANT: Contractor [] is not, [X] is required to sign this document and return [1] copies to the issuing office.							
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)							
The purpose of this amendment is to revise section A, B, C, & M (Pages attached). The aircraft type is changed from Canadair 600/601 to Canadair CL-601 2B16. All other terms of the SIR remain unchanged.							
		16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)					
15B. CONTRACTOR/OFFEROR		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA			
(Signature of person authorized to sign)				BY:			
		(Signature of Contracting Officer)		16C. DATE SIGNED			

SOLICITATION, OFFER AND AWARD		1. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 350) >		RATING	PAGE OF 1 44
2. CONTRACT NO.		3. SCREENING INFORMATION REQUEST NO. DTFAAC-11-R-01966		4. TYPE OF SOLICITATION <input checked="" type="checkbox"/> NEGOTIATED (RFO)	5. DATE ISSUED 10 May 2011
7. ISSUED BY FAA, AMT Acquisition Division (AMQ-310) 6500 South MacArthur Boulevard, MPB Bldg, Rm. 321 P.O. Box 25082 Oklahoma City, OK 73125-4931		CODE		6. REQUISITION/PURCHASE NO. AC-11-01966 (FAA Internal Use Only)	
8. ADDRESS OFFER TO (If other than Item 7) FAA, Customer Service Desk (AMQ-140) Multi-Purpose Building, Room 321 6500 South MacArthur Boulevard P.O. Box 25082 Oklahoma City, OK 73169					

SINGLE AWARD INDEFINITE

SOLICITATION: Canadair CL-601 2B16 Pilot Qualification Training

DELIVERY/REQUIREMENTS FULL AND OPEN
COMPETITIVE PROCEDURES

9. Sealed offers in original and 1 copies for furnishing the supplies or services in the Schedule will be received at the place specified in Item 8, or if handcarried, in the depository located in Room 313, Multi-Purpose Building until 3:00 local time 10 June 2011
(Hour) (Date)

CAUTION - LATE Submissions, Modifications, and Withdrawals: See Section L, AMS Provision No. 3.2.2.3-14. All offers are subject to all terms and conditions contained in this solicitation.

10. FOR INFORMATION CALL: >	A. NAME Harold Hannah	B. TELEPHONE NO. (Include area code) (NO COLLECT CALLS) 405-954-7853 harold.hannah@faa.gov
--------------------------------	--------------------------	---

11. TABLE OF CONTENTS

(X)	SEC	DESCRIPTION	PAGE(S)	(X)	SE	DESCRIPTION	PAGE(S)
PART I - THE SCHEDULE				PART II - CONTRACT CLAUSES			
X	A	SOLICITATION/CONTRACT FORM	1	X	I	CONTRACT CLAUSES	18-27
X	B	SUPPLIES OR SERVICES AND PRICES/COSTS	2-4	PART III - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACH.			
X	C	DESCRIPTION/SPECS./WORK STATEMENT	5-9	X	J	LIST OF ATTACHMENTS	28
X	D	PACKAGING AND MARKING	10	PART IV - REPRESENTATIONS AND INSTRUCTIONS			
X	E	INSPECTION AND ACCEPTANCE	11	X	K	REPRESENTATIONS, CERTIFICATIONS AND OTHER STATEMENTS OF OFFERORS	29-36
X	F	DELIVERIES OR PERFORMANCE	12-13		L	INSTRUCTIONS, CONDITIONS, AND NOTICES TO OFFERORS	
X	G	CONTRACT ADMINISTRATION DATA	14-15	X	M	EVALUATION FACTORS FOR AWARD	42-44
X	H	SPECIAL CONTRACT REQUIREMENTS	16-17				

OFFER (Must be fully completed by offeror)

NOTE: Item 12 does not apply if the solicitation includes the provisions at 3.2.2.3-2, Minimum Offer Acceptance Period.

12. In compliance with the above, the undersigned agrees, if this offer is accepted within _____ calendar days (**60 calendar days unless a different period is inserted by the offeror**) from the date for receipt of offers specified above, to furnish any or all items upon which prices are offered at the price set opposite each item, delivered at the designated point(s), within the time specified in the schedule.

13. DISCOUNT FOR PROMPT PAYMENT (See Section I, AMS Clause No. 3.3.1-6) >	10 CALENDAR DAYS %	20 CALENDAR DAYS %	30 CALENDAR DAYS %	CALENDAR DAYS %
14. ACKNOWLEDGMENT OF AMENDMENTS (The offeror acknowledges receipt of amendments to the REQUEST for offerors and related documents numbered and dated:	AMENDMENT NO.	DATE	AMENDMENT NO.	DATE

15A. NAME AND ADDRESS OF OFFEROR	CODE	FACILITY	16. NAME AND TITLE OF PERSON AUTHORIZED TO SIGN OFFER (Type or print)
15B. TELEPHONE NO. (Include area code)	15C. CHECK IF REMITTANCE ADDRESS <input type="checkbox"/> IS DIFFERENT FROM ABOVE - ENTER SUCH ADDRESS IN SCHEDULE.		17. SIGNATURE
			18. OFFER DATE

AWARD (To be completed by Government)

19. ACCEPTED AS TO ITEMS NUMBERED	20. ESTIMATED AMOUNT	21. ACCOUNTING AND APPROPRIATION To be funded on individual Delivery Orders (4 COPIES UNLESS OTHERWISE SPECIFIED) >
24. ADMINISTERED BY (If other than Item 7) FAA, AMT Contract Management Team (AMQ-340) 6500 South MacArthur Boulevard, MPB Bldg, Rm. 321 P.O. Box 25082 Oklahoma City, OK 73125-4932	CODE	25. PAYMENT WILL BE MADE BY FAA, Financial Operations Division (AMZ-100) 6500 South MacArthur Boulevard P.O. Box 25082 Oklahoma City, OK 73125-4304
26. NAME OF CONTRACTING OFFICER (Type or print)	27. UNITED STATES OF AMERICA (Signature of Contracting Officer)	
	28. AWARD DATE	

IMPORTANT -- Award will be made on this Form, or on Standard Form 26, or by other authorized official written notice.

PART I - SECTION B

In accordance with the requirements and specifications contained herein, provide per student, the training hours contained in the contractor's FAA approved training program or the minimum hours specified below, whichever is greater, in support of FAA Academy, AMA-260 requirements. If the offeror's FAA approved training program consists of more hours than the minimum stated, price should reflect the total hours in the FAA approved program.

Base Period
6/15/2011 - 6/14/2012

Supplies / Services			Estimated Quantity	Unit of Measure	Unit Price	Total
CLIN 001	Canadair CL-601 2B16 Initial Pilot Qualification Training Course (28148)		1	Student	@	
		Minimum Training Hours Required		Contractor's Proposed Training Hours		
	a. Ground School	60				
	b. Minimum Level "C" Simulator (Including 100% practical test)	16				
	Proposed number of training days expected to complete all training and testing					
CLIN 002	Canadair CL-601 2B16 Recurrent Pilot Qualification Training (28153)		1	Student	@	
		Minimum Training Hours Required		Contractor's Proposed Training Hours		
	a. Ground School	18				
	b. Flight Simulation Training Device (including proficiency check)	6				
	Proposed number of training days expected to complete all training and testing					
CLIN 003	Supplementary Training Hours					
	a. Ground School - cost per hour			hour		
	b. Minimum Level "C" Simulator - cost per hour			hour		

Base Period Total

First Option Period
6/15/2012 - 6/14/2013

Supplies / Services			Estimated Quantity	Unit of Measure	Unit Price						
CLIN 004	Canadair CL-601 2B16 Initial Pilot Qualification Training Course (28148)		1	Student	@ _____						
		<table border="0"> <tr> <td align="center">Minimum Training Hours Required</td> <td align="center">Contractor's Proposed Training Hours</td> </tr> <tr> <td>a. Ground School</td> <td align="center">60</td> </tr> <tr> <td>b. Minimum Level "C" Simulator (Including 100% practical test)</td> <td align="center">16</td> </tr> </table>	Minimum Training Hours Required	Contractor's Proposed Training Hours	a. Ground School	60	b. Minimum Level "C" Simulator (Including 100% practical test)	16			
Minimum Training Hours Required	Contractor's Proposed Training Hours										
a. Ground School	60										
b. Minimum Level "C" Simulator (Including 100% practical test)	16										
	Proposed number of training days expected to complete all training and testing _____										
CLIN 005	Canadair CL-601 2B16 Recurrent Pilot Qualification Training (28153)		1	Student	@ _____						
		<table border="0"> <tr> <td align="center">Minimum Training Hours Required</td> <td align="center">Contractor's Proposed Training Hours</td> </tr> <tr> <td>a. Ground School</td> <td align="center">18</td> </tr> <tr> <td>b. Flight Simulation Training Device (including proficiency check)</td> <td align="center">6</td> </tr> </table>	Minimum Training Hours Required	Contractor's Proposed Training Hours	a. Ground School	18	b. Flight Simulation Training Device (including proficiency check)	6			
Minimum Training Hours Required	Contractor's Proposed Training Hours										
a. Ground School	18										
b. Flight Simulation Training Device (including proficiency check)	6										
	Proposed number of training days expected to complete all training and testing _____										
CLIN 006	Supplementary Training Hours										
	a. Ground School - cost per hour			hour	_____						
	b. Minimum Level "C" Simulator - cost per hour			hour	_____						

First Option Period Total

Second Option Period
6/15/2013 - 6/14/2014

Supplies / Services			Estimated Quantity	Unit of Measure	Unit Price
CLIN 007	Canadair CL-601 2B16 Initial Pilot Qualification Training Course (28148)		1	Student @	_____
		Minimum Training Hours Required		Contractor's Proposed Training Hours	
a.	Ground School	60			_____
b.	Minimum Level "C" Simulator (Including 100% practical test)	16			_____
Proposed number of training days expected to complete all training and testing _____					
CLIN 008	Canadair CL-601 2B16 Recurrent Pilot Qualification Training (28153)		1	Student @	_____
		Minimum Training Hours Required		Contractor's Proposed Training Hours	
a.	Ground School	18			_____
b.	Flight Simulation Training Device (including proficiency check)	6			_____
Proposed number of training days expected to complete all training and testing _____					
CLIN 009	Supplementary Training Hours				
a.	Ground School - cost per hour			hour	_____
b.	Minimum Level "C" Simulator - cost per hour			hour	_____

Second Option Period Total

Multiyear Total (Total Estimated Value)

PART I - SECTION C - DESCRIPTION/SPECS/WORK STATEMENT

C.1 PERFORMANCE WORK STATEMENT

A. PROJECT/TITLE

Canadair Challenger CL-601 2B16 Full Flight Simulator Pilot Training for Flight Standards Operations Inspectors and Aircraft Certification pilots employed by the Federal Aviation Administration (FAA).

B. BACKGROUND

Under Title 49 of the United States Code (49 U.S.C.), the FAA is authorized to acquire and expend funds for the acquisition, operation, and maintenance of aircraft as necessary in the exercise and performance of the powers and duties of the Administrator. The interests of the public, the safety of the workforce, and the credibility of the organization are best served by having qualified, proficient, and current inspectors conducting pilot evaluating, testing, and checking functions.

C. SCOPE

The contractor is to provide initial and recurrent ground school, and flight simulation training to FAA inspectors/pilots in the Canadair Challenger CL-601 2B16. Student quotas for these courses will be assigned by the Flight Standards Service Training Division, AFS-500 or Aircraft Certification Service – Planning and Program Division AIR-500. The courses covered under this contract will meet the requirements for FAA formal flight training. FAA formal flight training consists of training courses with agency level course numbers that will be officially recorded in the employee's personnel records.

D. DEFINITIONS

The following definitions are used to define the terminology contained herein and are applicable as required by Title 14 of the Code of Federal Aviation Regulations (14 CFR):

1. Flight Time: Time from the moment the aircraft first moves under its own power for the purpose of flight until the moment the aircraft comes to rest at the next point of landing (block to block time).
2. Flight Simulation Training Device (FSTD): A full flight simulator (FFS) or a flight training device (FTD).
3. Full Flight Simulator (FFS): A replica of a specific type, make, model, or series aircraft. It includes the equipment and computer programs necessary to represent aircraft operations in ground and flight conditions, a visual system providing an out-of-the-flight deck view, a system that provides cues at least equivalent to those of a three-degree-of-freedom motion system, and has the full range of capabilities of the systems installed in the device as described in (14 CFR) Part 60 and the qualification performance standard (QPS) for a specific FFS qualification level.
4. Flight Training Device (FTD): A replica of aircraft instruments, equipment, panels, and controls in an open flight deck area or an enclosed aircraft flight deck replica. It includes the equipment and computer programs necessary to represent aircraft (or set of aircraft) operations in ground and flight conditions having the full range of capabilities of the systems installed in the device as described in (14 CFR) Part 60 and the qualification performance standard (QPS) for a specific FTD qualification level.
5. Crew Concept: When one inspector/pilot is receiving pilot-in-command (PIC) training in a simulator/training device, the other inspector/pilot shall receive second-in-command training or flight engineer training (if applicable). When one inspector/pilot is receiving PIC training in the left seat of an airplane flight deck the other inspector/pilot shall receive observer time (flight deck seating permitted). No additional charge shall be made for the presence of, or instruction provided to, such additional FAA inspector/pilot.
6. Approved Training Program: The contractor's FAA approved training course to include a (14 CFR) Part 121 or Part 135 training program, a (14 CFR) Part 141 training course outline, or a (14 CFR) Part 142 course. The

contractor must provide documentation of approved training programs by submitting one of the following items: a signed approval letter from the Principal Operations Inspector who approved the training program, the approved course syllabus, or the training specifications paragraph authorizing the training course.

E. APPLICABLE DOCUMENTS

Title 14 of the Code of Federal Aviation Regulations (14 CFR), Parts 61, 121, 135, 141, and 142. The applicable regulations are available for download, in pdf format, from www.faa.gov/regulations_policies/faa_regulations/

Practical Test Standards available at:

http://www.faa.gov/training_testing/testing/airmen/test_standards/

FAA Order 4040.9D dated 12/4/1991 or as revised and available for download, in pdf format, from www.faa.gov

Flight training for inspectors is required by FAA order 4040.9, appendix 11 paragraphs 403 and 421.

F. GENERAL REQUIREMENTS

1. GENERAL

(a) If the contractor's FAA approved training program contains less than the minimum required hours of Part I, Schedule B, of this solicitation, the contractor is required to supplement their approved program with additional ground school/simulator/ training, as appropriate, to achieve the minimum required hours. Such additional training shall cover systems and procedures or be otherwise directly related to the successful completion of the type rating or proficiency check. If the contractor's approved training program contains more hours than the minimum stated in Part 1, Schedule B, then the contractor must submit the training hours in their approved training program. In either case, the contractor is requested, within the limits of their approved program, to delete company-specific training such as employee/customer relations, filling out company forms, evacuation training, company communications, or other items not directly related to the completion of the aircraft training and substitute training directly related to the successful completion of the type rating or proficiency check.

(b) The FAA will make every effort to enroll two inspectors/pilots per class. This will allow concurrent training at the captain and first officer positions during flight simulation training device periods. It should be noted that the minimum required full flight simulator, flight training device, and aircraft times are per inspector/pilot in the captain's position (left seat). For example, during recurrent training, a requirement of 6 hours simulator time per inspector/pilot would mean a total of 12 hours of simulator required for a two inspector/pilot class. When the FAA enrolls one inspector/pilot per class, it is expected that additional supplementary training may be required. Supplementary training must be approved in advance on a case by case basis by the Contracting Officer.

(c) Training of FAA inspectors/pilots is not to be conducted between the hours of midnight and 6:00 a.m., including simulator/flight pre and post briefings. A maximum of four hours simulator/flight instruction per day or eight hours of ground school per day per inspector class is permitted. If ground and simulator/flight instruction are combined in a single day then a maximum of ten hours of training per day is permitted. To maintain continuity between simulator/flight training sessions, the contractor is requested to minimize the switching of simulator/flight instructors between sessions.

(d) FAA personnel do not ordinarily operate the aircraft in which they are rated on a regular basis. Therefore, it is necessary that they receive the most complete review possible when attending recurrent training. If the contractor's approved program allows for a partial review of systems and procedures during successive recurrent training periods, it is required that the contractor supplement their approved program to achieve a complete review for FAA inspectors/pilots during each recurrent course.

(e) FAA personnel are usually performing other job functions prior to assignment to training and normally do not have time to devote to pre-course study. Additionally, due to circumstances beyond the control of the FAA or the inspector/pilot, an inspector/pilot may be assigned to training with short notice. If the contractor's approved program requires pre-course study prior to the trainee's arrival at the contractor's training facility, the contractor is required to supplement their approved course to allow for required pre-course study to be accomplished at the contractor's facility after the inspector's/pilot's arrival. Such ground instruction must either be classroom or computer based training.

(f) When this solicitation requires simulator training, at a minimum it must be conducted in a FAA approved level C full flight simulator (FFS). The contractor may utilize an approved level 6 or 7 flight training device (FTD) or a level A, B, C, or D FFS for required FTD time. Any level FTD time may be substituted for the minimum required ground school time. Flight Simulation Training Device pre/post briefing may be considered as ground school training. The contractor's approved training program must allow any substitutions the contractor makes.

(g) Inspectors/pilots attending training under this contract should present the contractor with a copy of FAA Form 4040-2, Pilot Flight Record and Application for Check Flight, signed by the inspector's supervisor. If the form is presented, the contractor's instructor, training center evaluator (TCE), or the FAA inspector administering a practical test or an instrument proficiency check shall complete the form and return it to the inspector.

2. QUALIFICATIONS

(a) INITIAL PILOT QUALIFICATION:

The contractor shall provide the full flight simulator and training necessary to enable the FAA inspector/pilot to pass the practical test to Airline Transport Pilot (ATP) standards for a CL-601 2B16 type rating, in accordance with applicable (14 CFR) Part 61 requirements, the contractor's FAA approved training program, and the terms and conditions of the resulting contract/task order.

Flight simulation training shall conform to the principle of "crew concept."

Types of training shall include the following categories:

1. Initial pilot qualification ground school, and;
2. Initial pilot qualification using full flight simulator training including a practical test.

(b) RECURRENT PILOT QUALIFICATION:

The contractor shall provide the ground school and full flight simulator training to enable the FAA inspector/pilot to pass a pilot-in-command (PIC) proficiency check to Airline Transport Pilot (ATP) standards on the CL-601 2B16 aircraft, in accordance with (14 CFR) Part 61.58(d) (1), the contractor's approved training program, and the terms and conditions of the resulting contract/task order. Flight Simulation Training Device training shall conform to the principle of "Crew Concept."

Types of training shall include the following categories:

1. Recurrent pilot ground school and;
2. Recurrent pilot full flight simulator training.

SUPPLEMENTARY TRAINING HOURS:

The Contracting Officer may authorize hours in addition to those specified under Initial and Recurrent Pilot Qualification training when required by the individual inspector/pilot to successfully complete type rating practical tests or proficiency checks. These hours shall be provided at the prices set forth in the item entitled "Supplementary Training Hours", Part I, Schedule B. In the event that any inspector/pilot passes the applicable test(s) in less time than the hours indicated in Schedule B, or partially completes training, the contractor shall be paid the rate stated, less a pro rata credit for the unused time at the supplementary rate.

3. TRAINING REQUIREMENTS

(a) All instruction must comply with the contractor's approved training program.

(b) All prices must be "wet," that is, instructor time shall be included in the price of flight or flight simulation training time.

(c) Flight simulation training device (FSTD) training, if applicable, shall begin within one working day after satisfactory completion of ground school. Flight training shall begin within one working day after completion of ground school or FSTD training, if applicable. Flight and FSTD training may be integrated with ground school training if it is a part of the contractor's program.

(d) Ground school instruction shall be presented by a qualified instructor in a classroom environment. If Computer-Based Instruction (CBI) is used to accomplish ground school training then the following requirements shall be met:

- (1) Inspectors/pilots shall receive a thorough briefing on the operation and use of the CBI equipment.
 - (2) At least one instructor shall be present or readily accessible by electronic means to resolve any problems or questions that the inspector/pilot may have regarding the material presented in the CBI program.
 - (3) All material presented by CBI shall be reviewed and reinforced by a qualified instructor in classroom discussion or one-on-one with the inspector/pilot.
- (e) Upon scheduling an FAA inspector/pilot for training the contractor shall contact their FAA certificate holding office in order to arrange for the applicable check to be given by an FAA inspector qualified in the aircraft. The contractor shall make the applicable FSTD or aircraft and appropriate personnel available for the purpose of administering the check(s) required. If the contractor's FAA certificate holding office is unable to provide a qualified inspector for the required check(s), the contractor shall immediately notify the Contracting Officer's Technical Representative (COTR).
- (f) In the event the FAA inspector/pilot fails to report for training as scheduled, or should become ill, injured or incapacitated during the training period the contractor shall promptly notify the COTR and the inspector/pilot's emergency contact if known.
- (g) If the inspector/pilot has not passed the applicable pilot practical test or proficiency check after completion of the training outlined in Schedule B and in accordance with the specifications herein, the contractor shall withhold further training and promptly notify the COTR who will arrange the authorization of additional training. In the event such inspector/pilot does not complete the full course provided for in the schedule, the contractor shall invoice the FAA for only that pro rata portion of training actually completed per Paragraph F (2)(c) of this PWS and as certified on the Certificate of Training (Appendix A).
- (h) The contractor shall notify the COTR of the inspector's/pilot's completion status within 5 working days after completion of the training program.
- (i) Upon completion of all training, the contractor shall issue a Certificate of Training (Appendix A). The FAA inspector shall sign the certificate certifying the type of training provided, specific dates, and the duration of such training. One copy of each such certificate shall be submitted to the COTR.
- (j) The facility used for training must be located in the United States and within 50 miles of a major airport serviced by at least one 14 CFR part 121 air carrier. In addition, the contractor must furnish all training aids and facilities which meet the following minimum requirements:
- (1) Sufficient chalk dry erase or electronic boards for effective teaching shall be provided.
 - (2) All training aids, including any audio-visuals, mockups, charts or aircraft components listed in the approved training program must be accurate and appropriate to the course for which they are used.
 - (3) The classroom shall be well-lighted.
 - (4) Inspectors/pilots shall be seated at suitable tables which provide sufficient space for writing and accomplishing assigned tasks.
 - (5) The classroom shall be kept clean.
 - (6) Sanitary restroom facilities shall be available within convenient distance of the classroom.
 - (7) The classroom facilities shall be adequately ventilated, heated in winter, and cooled in summer.
 - (8) Ambient noise shall be below the distraction point. The instructor's voice level shall be easily heard from any position in the classroom.
 - (9) The contractor shall comply with safety standards specified by the National Electrical Code, the National Fire Code, and the United States of America Standards Institute in conducting contract training.
 - (10) Local environmental distractions adversely affecting student learning shall be eliminated.
 - (11) A copy of the aircraft Pilot's Operating Handbook (POH) shall be provided each inspector/pilot on the first training day of each training course for the subject aircraft and shall be retained by the inspector/pilot. A "Flight Training Manual" utilized in the contractor's training program which is at least equal in content and quality to the POH will be an acceptable substitute. Such manuals shall be included within the prices set forth in Part I, Schedule B.
 - (12) A copy of the syllabus, training schedule and description of all maneuvers and procedures to be conducted in the training course shall be provided each inspector/pilot on the first training day of each training course.
 - (13) A FAA approved full flight simulator (FFS) of the type specified in Paragraph F (1) (f) of this PWS, if applicable.

(14) The contractor shall use only instructors authorized under their approved training program to instruct under this contract. All instructors used in flight training under this contract shall be authorized by the contractor to conduct all maneuvers and procedures required.

G. PERFORMANCE REQUIREMENTS

1. The contractor is to provide initial, recurrent, and supplemental training as specified in section 2 (Qualifications) of this performance work statement (PWS) in accordance with their approved training program. As part of the proposal, the contractor must submit:

- Evidence of their approved training program as described in section D (6) of this PWS which addresses the make and model aircraft specified in each CLIN.
- Proof of the ownership of the full flight simulator to be used in training or documented confirmation of a lease agreement that covers the entire term of this contract.
- A description of the training aids and facilities in sufficient detail to determine compliance with the requirements of section F (3) (i) of this PWS.
- Proposed ground and simulator training hours in compliance with section F (1) (a) of this PWS.
- Proposed number of training days expected to be required to complete all training and testing for each course.

2. Deliverables

The contractor shall:

- Provide training as specified in their approved training program.
- Provide the hours of training proposed in Schedule B.
- Commence training upon the inspector/pilot's arrival at the contractor's facility on the date and time agreed upon.
- Provide each inspector/pilot with a POH or substitute in compliance with section F (3) (i) (11) of this PWS.
- Provide a copy of the syllabus, training schedule and description of all maneuvers and procedures to be conducted in the training course to each inspector/pilot on the first training day of each training course in compliance with section F (3) (i) (12) of this PWS.
- Complete the training within the proposed number of training days barring unforeseen circumstances beyond the control of the contractor.
- Provide the COTR with a completed certificate of training signed by both the inspector/pilot and the contractor's instructor and the course critique (Appendix A) within 5 calendar days of the completion of the training.

PART IV - SECTION M - EVALUATION FACTORS FOR AWARD

M.1 BASIS OF CONTRACT AWARD

Award will be made to the Lowest Priced Technically Acceptable (LPTA) Offerors deemed responsible in accordance with AMS 3.2.2.2 and whose proposals is responsive to the solicitation requirements. The solicitation requirements include all stated terms, conditions, representations, certifications, and all other information required by Section L of this solicitation. The Government intends to award without discussions. Therefore, each initial offer should contain the offeror's best terms from a price and technical standpoint. However, the Government reserves the right to conduct discussions if determined necessary by the Contracting Officer.

M.2 EVALUATION OF PROPOSALS (JUN 2007)

CLA 0213

- (a) Technical proposals will be evaluated according to the categories listed below which are **all equal in importance and rated as Acceptable or Not Acceptable:**
 - (1) Current FAA-approved program, including the syllabi for the initial, recurrent, and standardization training programs;
 - (2) Proof of ownership or lease of aircraft and flight simulation training device;
 - (3) Availability of training aids and facilities;
 - (4) Hours proposed to determine that it meets the FAA minimum hours;
 - (5) Number of training days expected;
- (b) Evaluation of price proposals will consider the total price proposed per student, per course. Price evaluation will also include the total amount offered for supplementary training hours and option years, if requested as a part of the Schedule B.
- (c) Award will be made to the lowest-priced, technically acceptable, responsible offeror, with satisfactory past performance.

All factors must be Acceptable and at least a Unknown Confidence in Past Performance to be deemed Technically Acceptable.

M.3 EVALUATION OF OFFERS FOR SINGLE AWARD (JULY 2007)

CLA.0250

Award will not be split by item. Failure to propose on all items listed in Section B may result in your offer not being further considered for award.

M.4 TECHNICAL

All non-cost factors are equal in importance to cost/price. Price/cost will be evaluated as described in M.2. When the integrated assessment of all aspects of the evaluation is accomplished, factor ratings and evaluated cost/price will be considered in the order of priority listed in paragraph above. Any of these considerations can influence the Contracting Officer's decision.

EVALUATION CRITERIA

The overall evaluation criteria factors used to determine the "acceptability" or "unacceptability" of the relevant performance (current and/or past) and technical proposals addressing the five (5) factors associated with pilot training as follows:

FACTOR 1: THE OFFEROR MUST PROVIDE EVIDENCE OF THEIR FAA APPROVED TRAINING PROGRAM.

CRITERIA: Evidence of an FAA approved training program as described in Section C, subsection D (6) of the Performance Work Statement (PWS) which addresses the Canadair CL-601 2B16.

ACCEPTABLE: The standard is met when the offeror provides a signed approval letter from the Principal Operations Inspector who approved the training program, the approved course syllabus, or the training specifications paragraph authorizing the training course.

FACTOR 2: THE OFFEROR MUST PROVIDE PROOF OF THE OWNERSHIP OF THE FULL FLIGHT SIMULATOR TO BE USED IN TRAINING OR DOCUMENTED CONFIRMATION OF A LEASE AGREEMENT THAT COVERS THE ENTIRE TERM OF THIS CONTRACT.

CRITERIA: Evidence of ownership or lease of the full flight simulator to be used in training.

ACCEPTABLE: The standard is met when the offeror is able to provide proof of the ownership of the full flight simulator to be used in training or documented confirmation of a lease agreement that covers the entire term of this contract.

FACTOR 3: THE OFFEROR MUST PROVIDE A DESCRIPTION OF THEIR TRAINING AIDS AND FACILITIES THAT MEET THE REQUIREMENTS OF THE SOLICITATION.

CRITERIA: Evidence of available resources to support requirements of Section C. Subsection F.3(j)(1) through (14) of the SIR for each course proposed. **Note: Holders of part 141 or 142 certificates need not submit this information.**

ACCEPTABLE: The standard is met when the offeror is able to provide description of the availability of training aids and facilities and copies of the documentation required to meet the solicitation requirements.

FACTOR 4: PROVIDE PROPOSED GROUND AND SIMULATOR / FLIGHT TRAINING HOURS TO MEET REQUIREMENTS OF THE SOLICITATION IN SCHEDULE B.

CRITERIA: Proposed Training Hours to meet the training requirements outlined in Section F(1)(a) of Section C and schedule B

ACCEPTABLE: The Standard is met when the offer provides an FAA approved course syllabus or proof of an FAA approved training program with any needed revisions that supports Schedule B minimum hourly requirements for each course proposed.

FACTOR 5: THE OFFEROR MUST PROVIDE THE PROPOSED NUMBER OF TRAINING DAYS EXPECTED TO BE REQUIRED TO COMPLETE ALL TRAINING AND TESTING FOR EACH COURSE.

CRITERIA: Proposed number of training days to complete all training and testing.

ACCEPTABLE: The Standard is met when the offeror provides number of training days to complete all training and testing for each course proposed.

M.5 PAST PERFORMANCE AND RISK ASSESSMENT

a) The past performance rating represents the evaluation of an offeror's present and past work record to assess the Government's confidence in the offeror's probability of successfully performing as proposed. The Government will evaluate the offeror's demonstrated record of contract compliance in supplying products and services that meet user's needs, including cost and schedule. The Past

Performance Evaluation is accomplished by reviewing aspects of an offeror's relevant present and recent past performance, focusing on and targeting performance, which is relevant to the technical factors and sub-factors. In determining relevance, consideration will be given to previous and current contract performance that is similar in scope to the work described in the Statement of Work, which is an attachment to this solicitation. This information may include data on efforts performed by other division, critical subcontractors or teaming contractors, if such resources will be brought to bear or efforts performed for agencies of the federal state or local governments and commercial customers. As a result of an analysis of those risks, negative aspects and positive aspects of past performance identified, each offeror will receive an integrated Performance Confidence Assessment rating for the Past Performance factor. In addition to evaluating the extent to which the offeror's performance meets mission requirements, the assessment will consider things such as the offeror's history of forecasting and controlling costs, adhering to schedules (including the administrative aspects of performance), reasonableness and cooperative behavior and commitment to customer satisfaction, and generally, the contractor's business-like concern for the interest of the customer.

b) Where relevant performance record indicates performance problems, the Government will consider the number and severity of the problems and the appropriateness and effectiveness of any corrective actions taken (not just planned or promised). The Government may review more recent contract or performance evaluations to ensure corrective actions have been implemented and to evaluate their effectiveness.

c) All Offerors will receive one of the ratings described below for the Past Performance factor.

d) Offerors without a record of relevant past performance or for whom information on past performance is not available will not be evaluated favorably or unfavorably on past performance and, as a result will receive an "Unknown Confidence" rating for the Past Performance factor – the equivalent of a neutral rating.

Rating	Description
HIGH CONFIDENCE	Based on the offeror's performance record, the government has high confidence the offeror will successfully perform the required effort.
SIGNIFICANT CONFIDENCE	Based on the offeror's performance record, the government has significant confidence the offeror will successfully perform the required effort.
SATISFACTORY CONFIDENCE	Based on the offeror's performance record, the government has confidence the offeror will successfully perform the required effort. Normal contractor emphasis should preclude any problems.
UNKNOWN CONFIDENCE	No performance record is identifiable.
LITTLE CONFIDENCE	Based on the offeror's performance record, substantial doubt exists that the offeror will successfully perform the required effort.
NO CONFIDENCE	Based on the offeror's performance record, extreme doubt exists that the offeror will successfully perform the required effort.

M.6 AMS 3.1-1 CLAUSES AND PROVISIONS INCORPORATED BY REFERENCE (DEC 2005)

This screen information request (SIR) or contract, as applicable, incorporates by reference one or more provisions or clauses with the same force and effect as if they were given full text. Upon request, the Contracting Officer will make the full text available, or offerors and contractors may obtain the full text via the Internet from the Federal Aviation Administration home page (<http://www.asu.faa.gov/conwrite/>)

AMS 3.2.4-31 EVALUATION OF OPTIONS (APR 1996)

AMS 3.3.1-30 PROGRESS PAYMENTS NOT INCLUDED (NOVEMBER 1997)